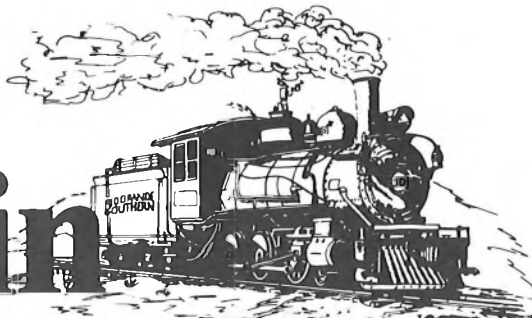


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 11, 1997 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Jim Blouch..... President
Walter Weart..... Vice President
Carolyn Blouch..... Secretary
David Goss..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the December, 1997, Rail Report is due no later than November 11, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Membership Chairman, P. O. Box 2391, Denver, Colorado 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

November, 1997..... No. 457
Club Telephone..... (303) 979-2806
Club Website:
<http://members.aol.com/rmrrclub/index.htm>
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, deaths, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Membership Chairman
Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201-2391

NOVEMBER 11 MEETING

Potpourri Night

What wonderful train video will be shown at the November meeting!? Well, you'll have to be there to know!!

If the past has any indication, we should be treated to a variety of interesting train subjects that will delight and entertain all! Be sure to make arrangements to be in attendance on November 11th.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado, 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.

OCTOBER BANQUET AND PROGRAM

Ninety-six members and guests were treated to another fine presentation by Ron Ruhoff, entitled Adventure Trails on Colorado Rails. Most of the railroad slides were taken on various Club trips over the years, including excursions on the Denver & Rio Grande Western (narrow and standard gauges), the Colorado & Southern, the Great Western, and others. Besides trains, old friends, many now gone, were pictured along with music and narration by Ron. A second part of the program included many of Ron's outstanding views of Colorado High Country and its beautiful wild flowers. A third part included fall colors and additional shots of Colorado Railroads.

Ron came in from northern Colorado and a hunting camp to present the program, and, afterwards, retreated to his hunting camp for a few more days. We certainly appreciated his wonderful program, and, the effort to be with us on this evening. THANKS, Ron!

The facilities at the Arvada Center were quite nice and our dinner was very good. As always, everyone enjoyed the interaction with fellow Club members.

There was quite an array of door prizes and the following members and guests were fortunate to receive these prizes:

Art Ives / Book: Sunset on the RGS
Bobbie Chaim / Caboose Hobbies \$40 Gift Certificate
F. M. Bain / CRR Museum Rail Annual #18
Carolyn Blouch / CRR Museum Rail Annual #19
Suz Harrison / CRR Museum Rail Annual #22

Genny Conners / Book: She Jumped the Tracks
Mary Crutcher / 2 Tickets on the Durango - Silverton NG RR (1998)
June Roller / 2 Tickets on the Georgetown Loop Railroad (1998)
Joyce Thode / 2 Tickets on the Georgetown Loop Railroad (1998)
Pat Mauro / 2 Tickets on the Grand Canyon Railroad (1998)
Noel Hover / Video: Land of Dracula--Romanian Railroads
Kathy Gill / 1-year Subscription to TRAINS
Midge Braisted / Railroad Cross-Stitch decoration
Marjorie Nelson / C&S Narrow Gauge Print
Mrs. Arvid Blecha / Video: Steam Over Tennessee Pass
Tom Klinger / Video: Rio Grande Articulateds: Vol. I & II
Ardie Schoeninger / Video: The RGS
Marge Gill / 2 Tickets on the Verde Valley Railroad (1998)
Ronald Haverstock / Video: UP Steam
Ron Peck / Video: Rio Grande of the Rockies
Tom Gill / Book: Georgetown and the Loop
Alva Morrison / Book: Denver & Salt Lake--1913-1926
Dorothy Dolan / Book: David Moffat's Denver, Northwestern & Pacific
Merle Cooley / 1998 Calendar--Union Pacific subject matter
Bill Haffele / 1998 Calendar--Those Magnificent Trains
Herb Votaw / 1998 Calendar--BNSF subject matter
Denise Klinger / 1998 Calendar--Railroads Around the World
Susan Wilson / 1998 Calendar--Streetcars
Arvid Blecha / 1998 Calendar--Southern Pacific subject matter
Jim Trowbridge (Jr.) / Book: Rocky Mountain Memories
Sherm Conners / TRAINS, Bound Volume: 1974-75

Joan Albi / Book: Colorado's Colorful Railroads

Neal Miller / Book: 1990 Trails Among the Columbine

Catharine Udick / Book: World of Steam

Bob Cooley / Belt Railway of Chicago Key Fob

Mel Ott / Video: Warbonnets on Cajun Pass

Lavonia Griswold / 2 Tickets on the Cumbres & Toltec Scenic Railroad (1998)

Our THANKS to the many donors of door prizes for this year's RMRRRC Annual Banquet. The following individuals and organizations donated door prizes:

Caboose Hobbies (Gift Certificate)
Challenger Press (Jim Ehernberger)(Book)
Colorado Railroad Museum (Books)
Denver & Intermountain Railroad (Key Fob)
Durango & Silverton Narrow Gauge Railroad
Georgetown Loop Railroad
Grand Canyon Railroad
Dave Gross (Videos)
Linda Johnson (Cross-stitch)
Kalmbach Publishing (TRAINS)
Tom Klinger (C&S Print)
Pentrex (Videos)
Sunday River Productions (Videos)
Verde Valley Railroad
WB Video (Videos)
Rocky Mountain Railroad Club (Books & Cal.)
Cumbres & Toltec Scenic Railroad

If you won one of these prizes, please take a few minutes to send the donor a "Thank You" note. If you did not win, it would still be nice if, when patronizing these donors, you let them know how you appreciate their support of the Rocky Mountain Railroad Club.

While all our guests are important, we might name a few of particular interest: Club member #8, Rusty Bailey, Alva Morrison of Sundy River Productions, Concord, MA, and Chuck Albi of the Colorado RR Museum.

Our THANKS to all who participated in the Annual Banquet this year. It was a great time and we look forward to next year!



ANNUAL VIDEO POTPOURRI NIGHT

This month's program is the annual Video Potpourri Night. We know that you had short notice and you may not have time to get your video in early. If this is the case, we will probably have time to accept your video at the November meeting.

The videos should be 6 to 7 minutes on a separate video tape, cued up for immediate presentation. Your video can be something new, something old, something common, or something strange! Bring your video to the November meeting, but, please, call Sherm Conners ahead of the meeting at (303) 659-5513, to let him know what to expect that evening!

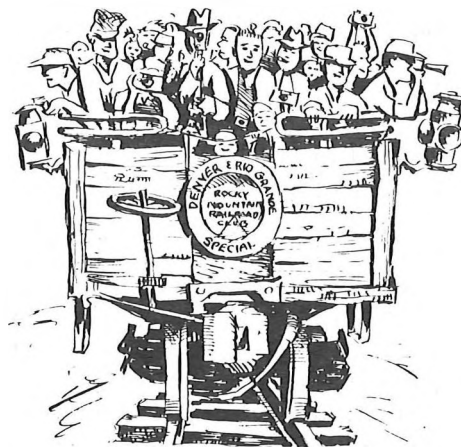
ELECTIONS

Time is running out to submit your nominations for Officers and Board Members for 1998! As per the Club's by laws, the carry-over board members constitute the nomination committee. This year, that committee is composed of the following men: John O. Braselton, Jim Ehernberger and Dave Gross.

Members are encouraged to submit their suggestions, nominations...and HATs...into this committee at the regular Club meetings, via the Club's telephone, or, through the Club's post office box. Your input is encouraged, welcomed, and, desired!

1997

SCHEDULE OF EVENTS



November 11	Regular Monthly Meeting
December 9	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

FROM THE PRESIDENT

I would like to thank the membership for allowing me to serve as your president. It has been an honor for me. I have enjoyed working with the officers, directors, and committee chairs. The entire board has endeavored to address issues that have been difficult but necessary in order to move the club forward.

The club is financially solvent and one of the major changes has been the computerization of the financial records by Treasurer, Dave Goss. Since November 1, 1996, total receipts for books is \$28,016.00. We have sold a total of 2,072 copies of the three titles of club books for a total income of \$63,740.00 since 1992. After subtracting expenses, total profit for the club is \$18,000. More than fifteen months ago, the club reached the break-even point and all sales since then have been profit. With remaining books on hand, the club has the potential to earn an additional \$40,000. Sales of books have significantly added to the club's income and have offset the need to consider a dues increase.

We are pleased that the Rocky Mountain Railroad Historical Foundation is fully operational under the expert leadership of Art Ives. The Foundation will be implementing a major fund raising program to aid in the restoration project of Car #25. Requirements are being processed for a historical designation from the Colorado Historical Society. Also, please remember, as members of the Rocky Mountain Railroad Club, you are also members of the Rocky Mountain Railroad Historical Foundation.

One of the goals of the board was to reduce expenses wherever possible. Our most significant expense has been the publication of the monthly newsletter. We are pleased to announce that Bruce Nall has been selected to edit and publish the club newsletter starting February, 1998. Additionally, we will enjoy a new design in cooperation with Hugh Alexander. Costs are anticipated to be greatly reduced.

The entire board joins me in recognizing the significant contributions to the club by Jim Trowbridge. His dedication and loyalty in producing The Rocky Mountain Rail Report

for these past 14 years is greatly appreciated. Jim will continue to work in behalf of the club through his many other areas of interest to which he also contributes many hours of his time.

Our volunteer Web Master, Chris Wolf, has done a superb job designing and implementing the Club's Web Page. It is very successful, receiving hundreds of visits by people from all over the country. The Web Page increases our exposure, book sales, and membership.

The video committee has had a very successful year also. The new video is selling extremely well. Bill Gould and Dave Gross are looking forward to their next endeavor. Keith Goodrich and his committee are to be commended for all their hours, working to keep the club's equipment at the Colorado Railroad Museum in top notch condition. Linda Johnson, Membership Chairperson, has kept impeccable records. Linda always makes one or more members happy with her contribution of a cross-stitch depicting a railroad scene. John Dillavou and his committee continue to guarantee you receive your newsletter on schedule. Bob Griswold, Publications, has worked to find new avenues to distribute our books. Bob is also currently working on the third volume of the "Moffat" line. Roger Callender has provided valuable assistance as a consultant. Last but not least the Officers and Board of Directors have met many hours, sometimes two meetings a month, to accomplish our projected goals.

All those mentioned, and you as members, have helped to make the Rocky Mountain Railroad Club an organization we all should be proud to be associated with.

Jimmy Blouch

GREAT WESTERN No. 75 UP FOR SALE

Everett Rohrer's Steam engine and other equipment is up for sale. The lot includes Great Western No. 75 (a coal-fired Baldwin Standard Gauge 2-8-0) and 12 passenger and freight cars, parts, extra whistles and stacks to change the engine's configuration from an 1870 era to 1960 era locomotive. This locomotive was in service for thirty-three years under Everatt's hand, making 31 movies, including "A River Runs Through It." Call John for details. (406)892-0353.



The Club's special train with #40 on the point is posed to capture two trains at one time with the regular passenger train crossing the Devil's Gate Bridge. (Bud Lehrer Photograph)

A TRIP "OVER THE LOOP"

by Walter Weart

On Saturday, September 13, 1997, 68 lucky passengers rode over the Georgetown Loop for what many who were there acknowledge as one of the best trips in recent memory. The weather could not have been better with the Aspens actually changing color during the course of the day. The consist was superb and the crew from the GLRR outdid themselves, even adding an extra photo stop and runby. Our special ran during the hours of regular operation which added many additional photo opportunities for us.

The train consisted of Baldwin 2-8-0 #40, D&RGW flat car #6742, White Pass tank car #59, Colorado & Southern boxcar #8311, GB&L rider gondolas #1163 and #1036, and the 1902 Hammond Car Company coach #4, the Tahoe, bringing up the markers.

Flat car 6742 started life as a Rio Grande boxcar but was later cut down to a flat car for pipe train service to Farmington, NM. Tank car #59, while lettered for its last owner, the Yukon & White Pass, really is a UTLX narrow frame car of the type made famous on the oil trains operated to the refinery in Alamosa from the oil fields in Farmington, NM.

C&S #8311 was the surprise hit of the day. It is a real C&S car that began its life as a boxcar, was cut down to a flat car, then restored to a box car. It was a perfect piece of rolling stock for this trip since the GLRR operates over the old C&S right-of-way between Georgetown and Silver Plume. The car, owned by Daniel Quiat and restored in Colorado, will eventually find its way to Breckenridge for display with another C&S box car and a restored C&S rotary snow-

plow.

The two gons were also authentic as both had seen many years of service with the D&RGW before winding up on the GLRR. Bringing up the markers was the coach "Tahoe." This classic wood beauty was built in 1902 by J. S. Hammond's California Car Works for the Lake Tahoe Railway & Transportation Company. After service on the narrow gauge line, the car was built into a house. When

it was rescued by a California tourist operation, it was completely rebuilt. The Georgetown Loop RR was able to obtain a set of passenger trucks from the White Pass & Yukon. The Tahoe now has its original good looks.

The Special departed Silver Plume at 10:45 a.m., heading East or downhill toward Georgetown with its first stop at the Lebanon Mine station for a runby. Engineer Phil Crane backed #40 out of site and then charged pass us, over the bridge spanning Clear Creek and past the station.

The trip then continued downhill toward Georgetown with our next stop at the Hall Tunnel spur. The Hall Tunnel was originally started as a tunnel under Leavenworth Mountain to bring ore over to the C&S for transportation. About $\frac{1}{2}$ way through the mountain, the miner struck silver and gave up the idea of digging a tunnel. The C&S had a spur here to deliver coal and collect ore. The powerhouse foundation and some of the machinery is still on the site, making this a very photogenic location. The GLRR has also installed a passing siding at the Hall Tunnel and that was where the Special met Train #4, the regular scheduled westbound passenger train. The site of two narrow gauge engines under steam at the same time, side by side, was the first of many treats for the passengers of both trains.

After Train #4 cleared, Phil backed #40 down a hill and around a curve for a runby. With two blasts of the whistle, #40 put on a show that was one of the finest steam runbys I have seen. Black smoke blasted upwards in a high column, the sharp crack of the exhaust, the illuminated markers and headlight combined with the Colorado scenery made for a truly unforgettable scene.

The Special then continued downhill to Devil's Gate, the site of the High Bridge. At the bottom, and after Train #5, the scheduled eastbound passenger train arrived, #40 took the Special up the hill to Silver Plume on a nonstop trip that evoked memories of the "old days." Riding the Tahoe, listening to #40 work uphill, it was easy to imagine that this was 1927 and we were on a C&S passenger train, heading for Denver.

When Train #6 arrived in Silver Plume, the

Special left for Georgetown. Here, we could recreate the famous pictures of trains on the "High Bridge," and, of course, the "Over and Under" pictures which made the Loop so famous.

Another runby was made at Powderhouse siding of the #40 slowly crossing the 90' high steel trestle and then disappearing into the woods. It then was off to the end of track to await Train #8.

While another runby with the #40 was exciting, the best was yet to come. Phil backed #40 down under the High Bridge while the passenger train started uphill toward Silver Plume. When the passenger train engine reached the center span of the bridge, almost directly over the #40, the train stopped. For one full minute, there was a scene not often viewed in recent times. Two trains at High Bridge at one time and all the old "over and under" pictures came alive. With two blasts of the passenger engine's whistle, the spell was broken and the train continued its journey to Silver Plume.

One last spectacular event awaited our riders as a meet was arranged with the downhill Train #9 at the Hall Tunnel. The real show occurred when Phil tried to urge #40 uphill, out of the siding. Number 40's drivers slipped at least three times with all the sound and fury that this produces. The open windows in the cab of #40 allowed the spectators to watch Phil work the throttle and carefully coax #40 and its train out on the main line!

Having finished a fine days worth of railroading, the riders unloaded, still savoring the show they had just seen and maybe get yet one more picture. All agreed that the GLRR's management and crew truly outdid themselves. To a person, the riders felt that the Special had delivered more than they expected.

In fact, the trip generated so much enthusiasm that planning is underway for a repeat next year. This trip will be after the conclusion of the regular season so we can operate a "pure" freight train. As we will have the railroad to ourselves, we will run a much longer train with a caboose on the end. As this train is intended pri-



The Club's Special Train crosses the High Bridge at Devil's Gate on a run back up to Silver Plume, This certainly was a nice looking mixed train! (Bud Lehrer Photograph)

marily for photographers, the participants will ride in a gondola hauled by a diesel. This will allow for pacing shots as well as more photo opportunities since we will not be competing with passenger trains. Our plans include twilight operation and night photography so we can recreate the look of a narrow gauge common carrier. Night photography is a real treat as this adds extra dimension to the event. We will have several professional photographers to make sure that the lighting is correct and provide you with tips on successful picture taking.

As this train will be primarily for the serious photographers, there will be a limit on the number of riders. For the same reason, the price will be higher than this year's trip. Watch the Rail Report for more details.



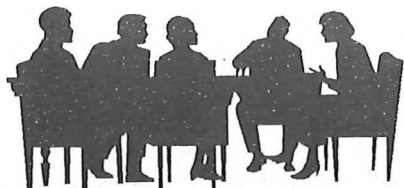
SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

FOR SALE: Estate book sale of Carl E. C. Carlson, and other railroad memorabilia. For a list, send SASE to N. C. Carlson, 2449 So. Utica St., Denver, CO 80227.

FOR SALE: Attention Modelers! Dremel Model 580 used table saw for sale. Good condition, with new spare blade. \$95.00. Peter Gilbert, after 8:00 p.m., 777-5363.

WANTED: Trade or Buy, D&RGW N.G. train orders. No Alamosa, Chama or Durango unless 1930's or older. Peter Gilbert, after 8:00 p.m., 777-5363.



by Jimmy Blouch

FROM THE BOARD ROOM

At the board meeting of September 26, 1997, the officers and directors discussed the Club newsletter situation. The purpose was simply to cut costs. The changes required to accomplish this goal were not within the scope of the current editor's realm. It was previously agreed that bids would be solicited for the production of the club newsletter. Three bids were received, including one from the current editor. After much discussion, the bid submitted by Bruce Nall of Select Image Photography was accepted. Bruce will act as an editor and publisher. He will not act as a reporter or gather information. The information provided by Chip Sherman and others will continue to be used. Committee chairs, officers, and directors will act as reporters furnishing information to Bruce Nall. Member Hugh Alexander has volunteered his time to design a computer generated layout. Hugh will work closely with Bruce Nall. The first issue with the new design will appear at the first of the year. We anticipate costs to be greatly reduced.

Current editor, Jim Trowbridge is to be commended for his many years of producing the club newsletter. He has devoted many, many hours of his time in behalf of the club. Jim will be formally recognized at the January, 1998, meeting.

The trip committee is formulating plans for 1998. In future newsletters, look for further information concerning a tour to Julesburg, CO, with a picnic, a tour of the RTD facilities with a full system ride, a night photographers special event at the Colorado Railroad Museum, and a photographers freight special on the Georgetown Loop.

The 60th Anniversary committee has 6 volunteers working to put together many exciting events for the year 1998. Again, watch future newsletters for announcements.

The Rocky Mountain Railroad Historical Foundation has announced that their fund

raising drive is in full swing. Please help support this drive. As members of the Rocky Mountain Railroad Club, you are also members of the Foundation and any support helps both organizations.

MEMBERSHIP COMMITTEE CHAIR NEEDED

Due to health and other reasons, Linda Johnson had announced that she would no longer be able to handle the duties as Membership Chairperson, but, was willing to work with the new chairperson through the membership renewal period which ends April 1, 1998.

However, due to recent Board direction and requirements that go beyond what Linda, as chairperson, was able to accept, she has regrettably tendered her resignation, effective immediately.

Linda has done an exceptional job in maintaining membership records and we will miss her in this capacity.

Duties of the membership chair include:

- +Maintain records of payments by amount and date
- +Record members' card numbers and date of dues on card file
- +During renewal period, have new cards ready to mail with March newsletter
- +Provide newsletter committee with mailing labels monthly
- +Keep members' card numbers current
- +Coordinate membership changes with Roster Committee
- +Solicit new members

If interested, please contact the President or any Board member. (Jimmy Blouch and Linda Johnson)

DUES RENEWALS

Please send in your renewal as soon as possible. Most importantly, please check your mailing label and let us know if it is RIGHT, or, if it is WRONG in any manner, please make the appropriate changes and send back the whole renewal notice sheet!



A southbound BNSF freight (train H-PASGAT4-07/Pasco, WA to Galveston, TX) speeds by with the new BNSF Dash 9-44CW #718. The scene is on the Joint Line, north of Bragdon, 9/12/97. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

By Chip Sherman

UNION PACIFIC RENUMBERS THEIR NEWEST LOCOMOTIVES. The new EMD-built SD90MAC's, originally numbered 8200-8224, have been renumbered to 8500-8524. This change has been made in the last month. Diesel spotters...take note! There may be some high altitude tests in store for these units on the Tennessee Pass line.

BNSF LOCOMOTIVE PURCHASES ANNOUNCED. The Burlington Northern and Santa Fe Railway Company (BNSF) announced that it plans to acquire a total of 409 road locomotives in 1998 to meet the increasing demand for rail transportation.

For 1998, BNSF has ordered 252 Dash 9-44CW locomotives from General Electric Transportation Systems (GE) and 157 SD70MAC locomotives from General Motors Electro-Motive Division (EMD). In May, 1997, BNSF had announced to acquire at least 28 of the GE units and 105 of the EMD locomotives

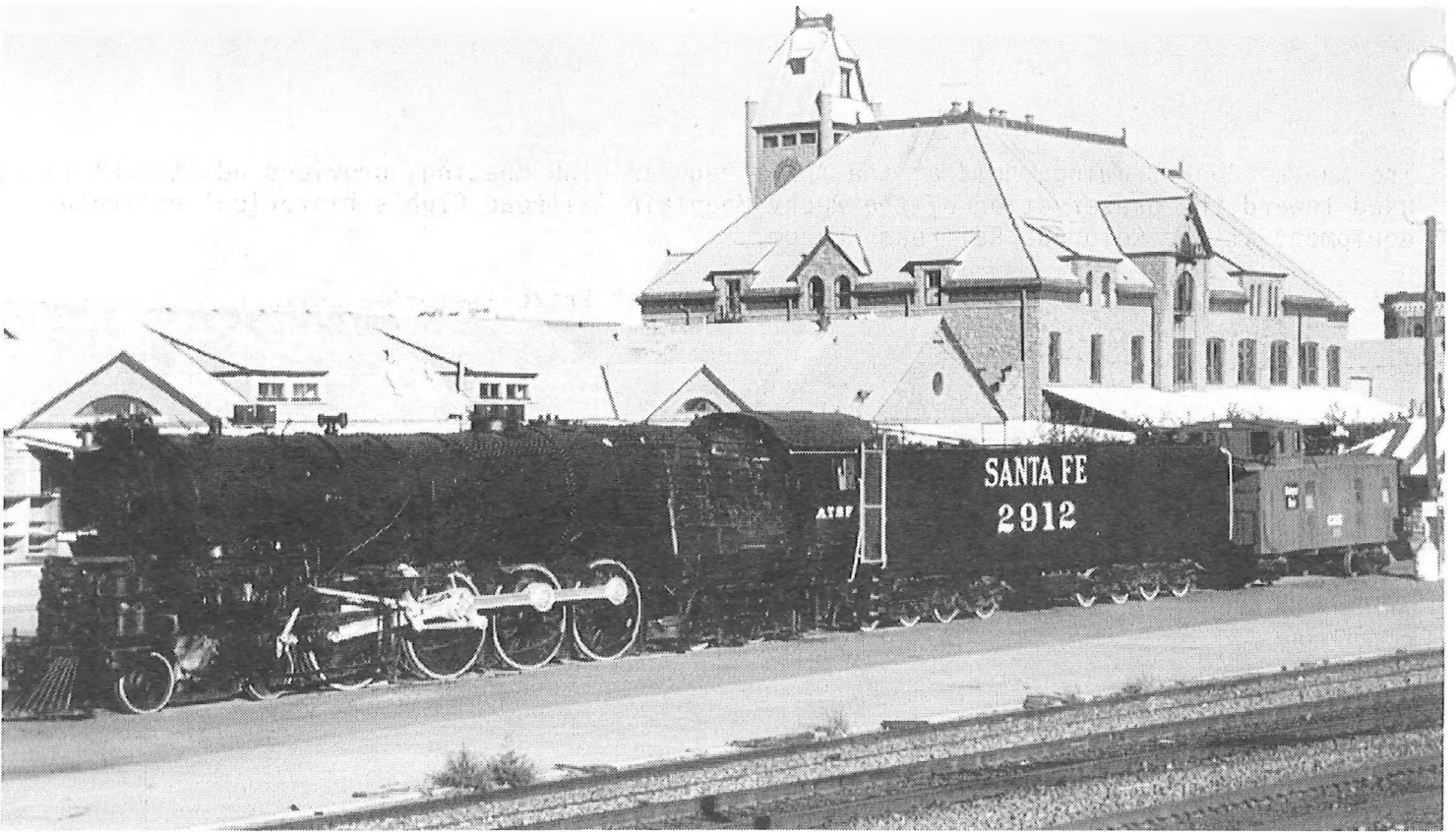
in 1998. During 1996, BNSF acquired 227 locomotives and will take delivery of 232 units in 1997.

By the end of 1998, BNSF expects to have approximately 3,800 road locomotives, about one-fourth of which will have been acquired during the past three years.

Each GE Dash 9-44CW locomotive generates 4,380 horsepower, using direct current (dc) traction motors. The EMD SD70MAC units generate 4,000 horsepower, using alternating current (ac) traction motors. Both models have electronic brakes, distributed power capabilities and provisions for electronically controlled train brakes. The GE units have integrated functional control electronics, while the EMD locomotives have isolated cabs, self-steering radial trucks and integrated cab electronics.

Deliveries of both locomotive models will begin in January, 1998. (Colorado Zephyr)

SURFACE TRANSPORTATION BOARD TO PROBE UNION PACIFIC/AMTRAK FREIGHT ROW. On September



BNSF (ex-Santa Fe) 4-8-4 #2912, along with Colorado & Southern cabooses in retirement at the Pueblo station on September 12, 1997. (Chip Sherman Photograph)

30, 1997, the Union Pacific Corporation (UP) was told to continue making its rail tracks available to passenger service while the STB sorts out a dispute over Amtrak's carriage of freight. The Board would start proceedings to determine to what extent Union Pacific was obliged to let Amtrak use its facilities for express services. Freight railroads must permit Amtrak to operate over their lines and Amtrak is authorized by law to carry mail and "express" in addition to passengers. The law even directs Amtrak to increase its revenues from mail and "express," but Union Pacific argues that Amtrak has crossed the line into general freight.

The problem stems from the fact the law did not define the word "express." While the Board examines the issue, it has set limits on the number of express cars that Amtrak can run on the Union Pacific track. Amtrak can operate trains as long as 18 cars with up to nine express cars. (K.D.)

UP CREW CHANGE AT BOND, CO--MAINTENANCE-OF-WAY CREW CHANGE BUILDING BEING REMODELED. Union Pacific now changes crews at Bond,

CO, the old Denver & Rio Grande Western RR crew change point. Southern Pacific did away with the crew change point during the 1980's, and closed the crew dormitory/restaurant.

Union Pacific began changing crews at Bond in July, 1997, but has not reopened the crew dormitory at Bond. Crews from Denver are taxied to Phippsburg. Crews from Grand Junction are taxied to Minturn.

UP is remodeling/upgrading the maintenance of way/crew change building at Bond, CO. The interior and exterior is currently getting remodelled/painted. Work was underway in October, 1997. (Steve R.)

NEW MEMBERS



The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new member:

Robert K. Wert

Bailey, CO

FROM THE EDITOR

our Board of Directors held a meeting on September 26, 1997, to discuss three bids to produce the Rail Report. In short, they received three bids. The first was from Club member Beyer Patton. Beyer proposed to have your current editor compile the newsletter material, give it to him to put into a computer format, and arrange for a printer. No cost data was submitted.

Bruce Nall of Select Image Photography, a non-member bid, based his bid on an eight-page newsletter with an average of 4 photographs, mechanics only [no news gathering or reporting; all material to be supplied by Club] for a monthly cost of \$830.00, taxes and lab services additional.

Jim Trowbridge, current editor, submitted a bid based on the current product, and, gave costs for an eight-page newsletter if the Board insisted on going to 8-pages. The cost for an 8-page newsletter was bid at \$820.00 per month including an average of 4 photographs. Taxes and lab services were extra.

The Board decided to go with Select Image Photography based on computer format as previously required. In consideration of your editor's 14 years as editor of the Rail Report and 23 years of printing the newsletter, the Board decided to give me three issues (November, December and January) more to edit and print to: 1) complete exactly 14 years as editor, and 2) a form of severance to lessen the blow of losing such a long-standing account financially. During this period, Hugh Alexander will be designing the new format, Bruce Nall will provide a dummy issue for the Board's approval, and Bruce and I will work out details outlining when and where future contributions from members and others should be sent for insertion in the newsletter. This information will be made available in the December or January issue of the Rail Report. Bruce will need your every cooperation if the newsletter is to continue to provide what members' desire!

DEMOGRAPHIC INFORMATION REQUESTED FROM THE RMRRC MEMBERSHIP

The Board of Directors would greatly

appreciate every member filling out the following information questionnaire. The information will be used to figure out who we are and what changes will be needed to better serve Club members.

PLEASE HELP US DETERMINE HOW TO SERVE YOU BETTER!

What is your age group?

18-25

26-35

36-50

Over 50

Check all areas of interest that apply to you.

Photography Collector Diesel

Historian Video Narrow Gauge

Modeling Travel Standard Gauge

Club Trips Electric Steam

Other _____

Comments _____

NIGHT PHOTOGRAPHY SESSION PLANNED AT THE COLORADO RAILROAD MUSEUM

The Club is planning a night photography session at the Colorado Railroad Museum concurrently with a Steam Up in either February or April. We will use standard gauge #583, a D&RGW 2-8-0 which is posed just north of the Richardson Library. Coupled to the #583 is the open platform wood passenger car #100 from the Great Western.

The scene will be carefully staged with the train order board illuminated and the 583 will have a working headlight and markers. The lights in the Library will be set to emphasize the scene and other props will be provided as needed.

After this, we will use 346 to recreate night scenes on the narrow gauge. Plans call for a vintage automobile to be at the crossing by No Agua tank. We will also stage 346 and its train at other locations so that you will think its 1938, not 1998.

We are still working with the Museum staff, so watch for details. There will be a charge for this event, but it will be inexpensive in comparison to the photos you can get.
(Wally Weart)

OTTO PERRY VIDEO FOR SALE

Sunday River and the RMRRRC have arranged for members to purchase Otto Perry's Rio Grande Articulateds for a special, limited time, price of \$30.00 plus \$4.00 postage & handling. Please use the following order coupon to get your copy today.

Otto Perry's Rio Grande Articulateds I & II
Order Coupon

NAME _____
 ADDRESS _____
 _____ Zip _____
 TELEPHONE () _____

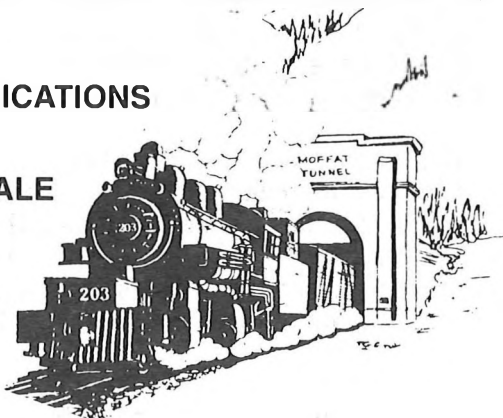
Send your check or MO for \$34.00 to:

ROCKY MOUNTAIN RAILROAD CLUB
 Otto Perry Video Offer
 P. O. Box 2391
 Denver, Colorado 80201-2391

MEMBERSHIP NUMBER _____ [] Mem. No. Checked

CLUB PUBLICATIONS

FOR SALE



With the holidays coming up at the end of the year, we would like to suggest that you consider one of the Club's publications for gifts. The following prices reflect the

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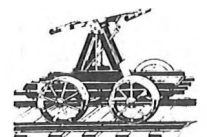
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ANNUAL BOOK RAFFLE



Remember, your participation in the annual book raffle provides additional funds to use in preserving the Club's historic railroad equipment at the Colorado Railroad Museum!